

# GLOSSARY

## ABBREVIATIONS, DEFINITIONS, ACRONYMS, AND BREVITY CODES

**A** – Indicates edge of gap, far bank.

**A'** – Indicates edge of gap, near bank.

**AA** – Anchor assembly.

**AA(L)** – Long link of anchor assembly.

**AA(S)** – Short link of anchor assembly.

**AF** – Antiflutter tackle.

**AR** – Angle of repose which is marked on site with A (far bank) and A' (near bank) pegs.

**AR Gap** – The distance from the edge of firm ground (A') on the near bank to the edge of firm ground (A) on the far bank.

**BES** – Bridge erection set.

**Boom Marker** – Carrying bar (painted orange) which marks the position of the next booming or launching point.

**BP** – Building pedestal (SS only), baseplate (SS and DS)

**brg** — bridge

**BSB** — Bankseat beam.

**C** – Distance of water below line joining FRB and F at distance W from FRB (negative). Fine for up to 2E + 12 bays. For 2E + 13 through 2E + 22 bays DS bridges, a CRB is required.

**CG Marker** – Carrying bar (painted blue) which marks the center of gravity of the bridge during construction.

**cm** — centimeter

**cntr** — counter

**conf** — configuration

**const** — construction

**CRB** — Capsill roller beam. This type of roller beam must be used for 2E + 13 through 2E + 22 bays DS bridges with or without LRS.

**CL** — Centerline.

**D** — Deflection of bridge during launch in relation to line joining FRB and F pegs.

**del** — delaunch

**dist** — distance

**DS** — Double-story bridge construction.

**DU** — Deck unit.

**E** — End of bridge.

**elev** — elevation

**F** — Final position of the far end of bridge as marked with the F peg.

**F'** — Final position of the near end of bridge as marked with the F' peg.

**FB** — Far bank

**FRB** — Front roller beam.

**G** — Distance between O peg and baseline.

**gal** — gallon

**H** — Far bank height at F peg, relative to the baseline.

**Ht** — Height.

**kg** — kilogram

**L** — Length of bridge.

**LAU** — Launch.

**lb** — pound

**lgth** — length

**LLN** — Light launching nose.

**LNCG** — Launching nose cross girder,

**LNH** — Launching nose heavy.

**LR** — Landing roller. Used by itself for 4 through 8 bays of SS. Used in LRP for all other bridge lengths.

**LRD** — Long ramp and deck pallet. This is last pallet to be off-loaded on a bridge site. Should be loaded onto push vehicle to maintain a proper counterweight.

**LRP** — Landing roller pedestal (MK I for 2E + 1 through 2E + 12 bays DS, MK II for 2E + 13 through 2E + 22 bays DS with or without LRS).

**LRS** — Link reinforcement set.

**LT** — Light tackle.

**LZ** — Landing zone.

**m** — meter

**max** — maximum

**MGB** — medium girder bridge

**min** — minimum

**MLC** — Military load class.

**mps** — meters per second

**N** — Nose tip height above baseline.

**N1** — Launching nose heavy, one story high.

**N2** — Launching nose heavy, two stories high.

**NB** — Near bank

**NCQ** — noncommissioned officer

**NSN** — national stock number

**O** — Distance R from RB (single-story), FRB (double-story), and CRB (double-story with or without LRS) as marked with the O peg.

**PT** — Post-tensioning assembly.

**R** — Maximum distance to the rear of the bridge during construction (excluding push bar and vehicle).

**RB** — Roller beam.

**rcvr** — recover

**rem** — remove

**RRB** — Rear roller beam.

**spec** — special

**SS** — Single-story bridge construction.

**T** — Height of near bank end of bridge in relation to baseline.

**thru** — through

**TM** — technical manual

**V** — For relaunching purposes, the maximum allowable distance between the FRB or CRB to the LRP for bridges requiring a launching nose.

**W** — Distance of end taper panel from FRB for maximum deflection.

**WL** — Waterline.

**wt** — weight

**1LL** — One long reinforcing link.

**1SL** — One short reinforcing link.

**6N1, 7N1, and 8N1** — Types of single-story nose construction. The first number shows the number of heavy nose sections used. The N1 means single-story nose.

**6N1 + 3N2** — Type of double-story nose construction. The 6N1 is explained above. The 3N2 means that three heavy nose sections are used in second story. The N2 means double-story nose.

**2 + 3 + or 8 through 10** — Describes number of bays to be added or removed. The 2 + 3 + means add second and third bays, or remove third and second bays if numbers reversed, 3 + 2 +. Similarly, the 8 through 10 means add bays 8 through 10, or remove bays 10 through 8, if reversed.

**Boom to** — Movement of bridge until panel point given is over RB (for SS) or RRB (for DS).

**Launch to** — Movement of bridge until panel point given is over RB, FRB, or CRB.

**3D, 8D, 20D, 27D + 6C, and 37D + 6C** — Counterweight codes giving the number of deck units and curbs used.

**(4p0), (2p4), and (Bp3)** — Examples of the way that the center of gravity (CG) is shown.

## SYMBOLS

> is greater than

< is less than

≥ is greater than or equal to

≤ is less than or equal to

↗ is not greater than